





## To-day's Advertisements.

## HONGKONG RIFLE ASSOCIATION.

MEMBERS are hereby notified that the Honor will be conferred on the PRIZE-GIVER TO-MORROW (FRIDAY), having been given the use of for that day for a Private Competition.

JOHN ANDREW,  
Acting Hon. Sec. Surg.  
Hongkong, October 24, 1888. 1784

## CANADIAN PACIFIC STEAMSHIP COMPANY.

## TAKING CARGO AND PASSENGERS

TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA

## THE CANADIAN PACIFIC RAILWAY

AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

## THE British Steamship ALBANY,

2,276 Tons Register, PORTER, Commander, will be despatched for VANCOUVER, B.C., via AMOY, WOOSUNG, KOBÉ, and YOKOHAMA, TO-MORROW, the 26th instant, at 5 p.m.

To be followed by the S.S. BATAVIA, on the 15th November, and S.S. PAIR THIA, on the 13th December.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—To Vancouver & Victoria, \$160.00; To San Francisco, \$175.00; To all common ports in Canada, \$200.00; To Liverpool, \$300.00; To London, \$305.00.

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C. Freight will be received on board until 4 p.m. on the 24th October.

All Parcels must be sent to our Office and should be marked to address in full, and the name will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, October 24, 1888. 1684

## OCEAN STEAMSHIP COMPANY.

## FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW ORLEANS, TIENTSIN, HANKOW and other ports on the YANGTZE.)

The Co.'s Steamship Palamede, Capt. JACKSON, will be despatched as above on FRIDAY, the 26th instant, at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 24, 1888. 1761

## THE GIBB LINE OF STEAMERS.

## FOR SYDNEY AND MELBOURNE, VIA SINGAPORE AND JAVA.

(Calling at PORT DARWIN, and taking through cargo for QUEENSLAND PORTS, ADELIDE, TASMANIA, NEW ZEALAND, &c.)

The British Steamer Glazer, Capt. SUTCLIFF, will be despatched as above on SATURDAY, the 27th instant, at 6 p.m.

Attention is directed to this Steamer's excellent Saloon and State Rooms, affording comfortable accommodation for First Class Passengers.

Fare to Sydney or Melbourne, \$150.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Managers.

Hongkong, October 24, 1888. 1780

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship Fokien, Capt. LEWIS, will be despatched as above on SUNDAY, the 28th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAK & Co., General Managers.

Hongkong, October 24, 1888. 1782

## NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

## FOR SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

The Co.'s Steamship Penelope, Capt. GILBERT, will be despatched as above on or about the 29th instant.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, October 24, 1888. 1783

## SHIRE LINE OF STEAMERS.

## FOR KOBÉ AND YOKOHAMA.

The Steamship Pembroke, D. WILLIAMS, Com. and, will be despatched for the above Ports on WEDNESDAY, the 31st instant.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, October 24, 1888. 1785

## FOR NEW YORK.

The British Steamer Carrier Hope, DUNKER, Master, having only a limited space left, will have quick despatch for the above Port.

For Freight, apply to ARNOLD, KARBURG & Co., Agents for Charterers.

Hongkong, October 24, 1888. 1787

## To-day's Advertisements.

## VOCAL &amp; INSTRUMENTAL CONCERT.

SENIOR VALENTIN FERNANDEZ has the honour to announce that he will give a CONCERT, on

## SATURDAY NEXT,

the 27th instant, at

THE THEATRE ROYAL, CITY HALL.

Programme will be published in a future issue.

Plan of the Theatre can be seen and tickets had at Messrs. KILBY & WATKINS.

Prices of Admission:—Dress Circle and Stalls, \$2.00; Pit, 1.00; Back Seats for Soldiers and Sailors in uniform, 0.50.

Doors open at 8.30, to commence at 9 p.m. exactly.

Hongkong, October 24, 1888. 1781

## SHIPPING.

## ARRIVALS.

October 23, 1888:—

Independent, German steamer, 871, W. J. Schiller, Bangkok October 15, Rice, WIENER & Co.

Ingelheim, German steamer, 894, T. R. Meumann, Newchwang October 18, Beans, WIENER & Co.

October 24:—

Kiung, British steamer, 1,495, Slessor, Swatow October 23, General, JARDINE, MATHESON & Co.

Angara, British steamer, 2,077, Pankham, Sydney and Brisbane October 5, Coal, ADAMSON, BELL & Co.

Westmeath, British steamer, 1,476, Stonehouse, Java October 13, Sugar, ORDER.

Palamede, British steamer, 1,530, G. J. Jackson, London September 6, and Singapore Oct. 17, General, BUTTERFIELD & SWIRE.

Deuteros, German steamer, 1,100, L. Iversen, Swatow October 23, General, EDWARD SCHILLING & Co.

Nesbo, British steamer, 1,299, J. S. Thompson, Shanghai October 21, General, BUTTERFIELD & SWIRE.

Autos, German steamer, 266, E. Arebholz, Swatow Oct. 23, General, WIENER & Co.

## DEPARTURES.

October 24:—

Prep. for Haiphong, Thales, for Co. at Ports, Trifles, for Saigon.

Trifles, for Haiphong and Pakhoi, Hydropics, for Europe.

Kiung, for Yokohama.

Ingelheim, for Singapore and London.

Ingelheim, for Whampoa.

Kiung, for Whampoa.

## CLEARED.

Palamede, for Amoy and Shanghai.

Ingelheim, for Newchwang.

Westmeath, for San Francisco.

## PASSENGERS.

ARRIVED.

Per Independent, from Bangkok, 18 Chinese.

Per Kiung, from Swatow, 160 Chinese.

Per Angara, from Sydney, 14 Chinese.

Per Palamede, from London, Mr. and Mrs. Brockett, Mrs. Cameron and 3 children, Mrs. Muir, Miss Aldred, and Miss Ella Sangster, and 130 Chinese.

Per Deuteros, from Swatow, 272 Chinese.

Per Nesbo, from Shanghai, 13 Chinese.

Per Autos, from Swatow, 75 Chinese.

## DEPARTED.

Per Hydropics, from Hongkong, for Singapore, Capt. Fletcher, R.A., and servant, Ont. Craster, R.A., Messrs. Clay Kee and 1 child, and Low Luk; for Penang, Mr. and Mrs. Ka Suk Kow and 2 native servants, Mr. Wan Shi Ching and servant; for Bombay, Messrs. R. J. Duff, R. Johnstone, Bomanjee, and N. R. Amia; for London, Mr. and Mrs. C. J. Mousley; for Penang, Mr. and Mrs. W. W. King; for Yokohama, Mr. and Mrs. W. H. Wallingworth; for London, Mr. Home, from Higo; for Port Said, Mr. Pratt.

Per Freir, for Haiphong, 30 Chinese.

Per Koba Maru, for Yokohama, 8 Europeans.

Per Trifles, for Saigon, 170 Chinese.

Per Trifles, for Haiphong, 170 Chinese.

Per Trifles, for Swatow, Rev. and Mrs. Kuttar, and Mr. Berkeley.

Per Hector, for Singapore, 140 Chinese.

## TO DEPART.

Per Palamede, for Amoy, 185 Chinese.

## SHIPPING REPORTS.

The British steamer Kiung reports: Left Shanghai October 17th. Arrived at Amoy 19th, left on the 22nd. Arrived at Swatow on the 23rd, left same day. Arrived Hongkong 14th, 8 a.m. Fresh N.W. wind, and fine weather throughout.

The British steamer Angara reports: Had light N. to N.W. winds to lat. 4° S., thence to lat. 7° North, fresh N.W. winds and squally with heavy rain; thence to London, fresh N.W. winds with heavy northerly swell. In the China Sea, had strong monsoon with heavy sea. Passed Cape D'Aguilar at 6 a.m., passage 18 days.

The British steamer Ingelheim reports: Left Singapore evening 17th, fine weather, to lat. 16° N., thence to port along N.E. wind and heavy sea. Monday 8 a.m., 22nd October, passed steamer bound North, and found and two masts, could not distinguish flags, supposed to be Choo-Pa. lat. 16.45 N., long. 113.10 E.

The German steamer Deuteros reports: Had strong monsoon and heavy sea outside. The British steamer Nesbo reports: Had strong N.E. winds and heavy sea; from Breaker Point to Hongkong moderate breeze.

## POST OFFICE NOTICES.

## MAILS will close:—

For AMOY, WOOSUNG, KOBÉ, YOKOHAMA, & VANCOUVER, B.C., For Amoy, at 2.30 p.m., on Thursday, the 25th inst.

For SHANGHAI, at 5 p.m., on Thursday, the 25th inst., instead of as previously notified.

For SWATOW, AMOY & FOOCHOW, For Swatow, at 5 p.m., on Thursday, the 25th inst.

For SINGAPORE, JAVA, PORT DARWIN, SYDNEY AND MELBOURNE, For Swatow, at 5 p.m., on Saturday, the 27th inst., instead of as previously notified.

## POST OFFICE NOTICES.

## MAILS will close:—

For NAGASAKI, KOBÉ & YOKOHAMA, For Amoy, at 5 p.m., on Thursday, the 25th inst.

For SWATOW, AMOY & TAMSUI, For Amoy, at 5 p.m., on Saturday, the 27th inst.

## MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet City of Rio de Janeiro will be despatched on SATURDAY, the 27th instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

2.15 p.m. Registry closes.

2.30 p.m. Post-Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

## MAILS BY THE FRENCH PACKET.

The French Contract Packet Djinnah will be despatched on WEDNESDAY, the 31st instant, with Mails for the United Kingdom, Europe, and places beyond, via Marseilles; to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, the Australian Colonies, Pondicherry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails.

## HOURS OF CLOSING THE ENGLISH AND FRENCH MAILS.

When the Packets leave at Noon.

The following hours will be observed in closing the Mails for Europe, &c., by the English and French Packets, when they leave at Noon. The Money Order Office will be closed at 5 the day before.

8.00 a.m.—Posting of Prices Current and Circulars closes.

However be posted up to 10 o'clock if they are tied in bundles, country by country, with the addresses all one way.

10.00 a.m.—Registry closes.

10.30 a.m.—Posting of Newspapers, Books, and Patterns closes.

11.00 a.m.—Mail closes.

LATE LETTERS may be posted (from 11.10 a.m.) with 10 cents late fee up to 11.30 a.m., after which hour they may be sent on board with the same late fee.

The Extra Steamers of the Messageries Maritimes Company between Colombo and Calcutta have been withdrawn. From this date through communication with Madras and Calcutta by Messageries packet will be four-weekly only, viz., on the following dates of departure from Hongkong:—

June 7, August 30, November 28, July 5, September 27, December 26, August 2, October 31.

Mails for India will be made up by the intermediate packets as formerly for transmission to Colombo, whence they will go on to Madras by the first opportunity.

Hongkong, May 10, 1888.

## Vessels Advertised as Loading.

Destination. Vessels. Agents. Date of Leaving.

Bremen, v. Singapore, Neckar (s). Norddeutscher Lloyd. Oct. 28, at 10 a.m.

Kobe and Yokohama, Peninsular (s). Peninsular & Oriental Steam Navigation Co. Oct. 28, at 10 a.m.

London, v. Swatow, Canal (s). London & Swatow. Oct. 28, at 10 a.m.

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London, v. Swatow, Canal (s). London & Swatow. Oct. 28, at 10 a.m.

London, v. Swatow, Canal (s). London & Swatow. Oct. 2



to the establishment of the Superintendent of Import and Exports in connection with the registration of opium. For the Observatory the excess was \$702, for instruments, books, &c., which could not be foreseen. The excess in the Judicial was due to the salary of the Chief Justice and the Attorney General being paid in England. So it was with the Ecclesiastical and with the Gao. For the Civil Hospital there was an increase of \$2,900 for provisions, medicine, &c., which could not be ascertained until the end of the year. The increase was due mainly to the increase of the patients. The increase of \$155, for post mortem examination was on account of the increase in the number of cases. Under the Police department there was a sum of \$10,810, 27, arrears for passengers, crime, expenses for new recruits &c. The items under 'Works and Buildings' had all been approved of by the Council. Under Miscellaneous Services there was a sum of \$23,544. The first four items of this had been approved by the Council. The others could not be foreseen.

Mr. Layton asked how the item, \$2,120 for the Law Revision Committee was made up. The Colonial Secretary said there was \$180 a month for the Secretary and \$30 for a clerk.

Mr. Layton.—Were the results of the Law Revision Commission published? The Colonial Secretary said a great number of the Ordinances passed last session were sent up by the Law Revision Committee, and he believed the Attorney General had a large number ready to bring in.

Mr. Layton.—Are the labours of the Commission still going on? The Colonial Secretary—Still going on. I may say that Mr. Leach has done a deal of good work. He has been of great service to the Commission.

Mr. J. Bell Irving.—What is this item—Reporting on proposed steam tramway, \$497?

The Colonial Secretary.—It was obtained when the question of ventilation was being considered and especially in connection with Causeway Bay. The question was raised as to how steam tramways would secure intercommunication between parts of the town. It is well to have information on the subject.

Mr. Deane suggested that the item 'loss in exchange on remittances,' which amounted to \$3,072, should be a equalisation of exchange.

The Colonial Secretary said it was a loss to the Colony any way it was looked at, and he thought the title should remain.

With regard to Victoria College, the estimate for 1899 had been increased from \$50,000 to \$54,216, the Colonial Secretary explained that the \$50,000 was only a vote of account, and that \$51,216 represented the amount expended. He hoped that the distribution of prizes before the next Chinese New Year would be held in the new school.

Mr. Bell Irving.—That has been said for two or three years back. The Colonial Secretary.—We have been pushing on so that the Governor may not say the same thing again. The work was, as you know, delayed by the signing of the 'Waves' in the harbour, but then came the letter from the Crown Agents that some of the iron work had been condemned by the examiner. However everything is done to push on the work, and I do not think the Governor will repeat again that 'This is the last time the prizes will be given.'

With regard to the Victoria Works, for which the sum voted was \$250,000 and the sum expended \$258,000, the Colonial Secretary explained that the excess simply meant that the work had been pushed on. In answer to Mr. Bell Irving, he said that all the work had been pushed on, and that they were carefully keeping count and would see that this sum was not exceeded. In answer to Mr. Layton, he said that the works were about finished and our contribution almost completed.

Mr. Bell Irving.—I suppose they will be glad to send the guns which all is done. With regard to the Tiam Works, for which the sum voted was \$150,000 and the expenditure \$230,811, Mr. Layton asked if any account would be given of this expenditure.

The Colonial Secretary.—I do not know where Mr. Price is. I expected him to be present.

Mr. Smith.—I understand he has gone to Stanley. Mr. Layton.—It seems to me we ought to have some papers on the table giving particulars of this big expenditure.

Mr. Bell Irving.—I suppose the additional expenditure means that they have been going on faster with the work. The Colonial Secretary.—That is so.

Mr. Layton.—It does not appear in the 1898 estimates that we shall have less to say. I think we ought to get a statement of what has actually been spent up to date.

The Colonial Secretary.—If that is all it will be done in a report on the expenditure of the Tiam water works from the commencement up to date.

Mr. Layton.—I think we ought to have it. I know the amount expended is over what was estimated.

The Colonial Secretary.—It was first estimated at so much and then it was found necessary to increase the estimate. Then it was resolved to heighten the dam, and that entailed further expense.

Mr. Layton.—It is a big work, and we ought to have some idea of what it cost. The Colonial Secretary.—I have no doubt that from various reports of the progress of the work, the estimate could be obtained, but you want a report showing the outlay in a succinct form, and I shall see that it is placed on the table.

The Committee then proceeded to consider the memorandum explaining alterations of the estimate for the year 1899. The Colonial Secretary directed attention to the fact that there was a considerable increase in the estimated revenue under the heading of Leased Lands which he said was based on the largely increased number of land sales. There was also an expected increase in the revenue from the land not leased, from a better system of collecting rents from squatters. The estimated revenue from rents exclusive of lands showed a decrease owing to lower rents during the construction of the new Central Market. Under licences, as would be seen, there was a large increase in the estimated revenue from the opium monopoly, which had been sold for \$477,000 per annum for three years from 1st March 1899. From the registration of carriages it would be observed that there was a large increase estimated. This was expected by the Captain Superintendent of Police. During the first half of this year \$9,972.99 were collected from this source.

The Attorney General asked why there should be an estimated decrease in the revenue from fees for the registration of births and deaths.

The Colonial Secretary said the rule was to base the estimate for each year on the receipts of the first six months of the previous year and he had no doubt that rule had been followed in this case.

The Attorney General said that whatever the principle was on which the estimate was based he would like to know how it was

estimated that a falling off would take place in the registration of births and deaths. The Colonial Secretary said it was quite possible that the previous estimate might have been too large, but at all events he knew that the estimate was based on the receipts for the first six months of this year.

The Attorney General regarded this as an important item, because it was a matter which was open to question whether the registration of births and deaths in the Colony was as thorough as it ought to be.

Captain Deane said there were no fees charged either for the registration of births or deaths. The registration was effected gratis if done within 30 days after the event, and the sum in the estimate represented fines imposed in cases where this regulation was not complied with.

The Attorney General wished to know why these should appear under the heading of 'Office fees' if they were really fines.

Captain Deane was of opinion that they were properly described.

The Acting Colonial Treasurer (Hon. H. E. Woodhouse) called attention to the estimated profit on subsidiary coins. He thought after sending in the estimate that it was rather overrated in consequence of the fact that the silver had to be purchased before it was coined, and also that on receiving the coins they lay in the bank without interest until they were disposed of. The increase expected was of course due to the fact that a greater quantity of subsidiary coins were required.

He thought the previous calculation was not quite right. \$250,000 worth of subsidiary coins were put in January last, and that money was paid in October four months previously, and when they got the coins they were put into the bank where they did not draw interest. There would be a profit, but he thought it was rather overestimated.

The Colonial Secretary thought better to allow the item to stand as it was this year, and let the matter be looked into by the Treasurer next year.

The Acting Colonial Treasurer assented. Mr. Ryland remarked that there was a very large increase in the estimated revenue from office fees.

The Colonial Secretary said a large number of items were included under that heading, and it was only natural that as the colony was increasing there would be a considerable increase in these items taken together.

The Acting Colonial Treasurer pointed out that the item of \$45,000 in respect of the Gap Rock lighthouse was a new item.

THE ESTIMATES OF EXPENDITURE. The Colonial Secretary said if no other member had anything to say on the alterations in the revenue estimates, they might pass the estimates for consideration.

They would observe that in the matter of pension, there was an increase of \$3,000 estimated under this head, besides an addition of \$1,000 in Police pensions.

Mr. Layton desired to know on what number of years' service Captain Thomsett, the Harbour Master, pension was based.

The Colonial Secretary said there was a difficulty at the present moment with regard to that, and the matter was now before the Secretary of State for the Colonies. It was not the Secretary of State called attention to a circular which was sent out with reference to half-pay leave some time ago, and until the point raised was settled it was almost impossible to answer Mr. Layton's question. He was afraid that Captain Thomsett's period of service, Captain Thomsett took office he believed somewhere in the spring, and the Secretary of State was of opinion that his period of service must date from the following November, the reason being that Captain Thomsett's pension was drawing pension during the few months between the time of Captain Thomsett's taking office and the following November.

Captain Deane said he could hardly understand how one man's having a pension could affect the salary of his successor. The Colonial Secretary said Captain Thomsett was in the position of Acting Harbour Master during the few months in question, after which his appointment was confirmed. There seemed to be some misapprehension, but he had no doubt that the calculation made here was correct, and he believed Captain Thomsett would be satisfied with that calculation for the period of his service with the exception of those six months, which he was afraid he must lose. The reason why the Colonial Office were raising this question as to half-pay leave at the present moment was, he believed, because they wanted to secure the uniformity of matter which did not exist at present and which they were doing their utmost to obtain. He believed there were a number of other cases of a similar nature under consideration.

The Attorney General remarked that pensions had been abolished in several Colonies.

The Colonial Secretary said it was coming to that.

With reference to the subject of salaries under the heading 'Governor,'—The Colonial Secretary pointed out that there were two items of increase in this list. [Mr. Layton remarked that there was a very large increase in the Governor's salary.]

Mr. Bell Irving was of opinion that the sum was very small.

The Colonial Secretary said His Excellency's Private Secretary had no doubt a great many expenses. There was also an increase in the Governor's salary. His salary was now increased to \$14,100, as during the period he acted in this capacity he received no military pay at all. It was rather hard on him, and he (the Colonial Secretary) doubted if the increase was altogether justified. He suggested that sufficient salaries for both should be provided for out of the estimates.

The Colonial Secretary said that it was not in their power to increase the salaries, but there was no harm in making the suggestion, and he requested the Clerk of Councils to note it.

Mr. Ryland.—We can't increase salaries; we can only cut down.

The Committee then went on to consider the estimates of expenditure for 1899. In the Colonial Secretary's Department there was an increase of \$1740 for salary and expenses to the new cadet.

And Office there was an increase of \$240 for personal allowance to the First Clerk. In the Treasurer's Office the chief increase was \$480 to the salary of the Assessor. The Colonial Secretary explained that Mr. Lister had made a strong recommendation in favour of Mr. Hooper, showing that the increase was not excessive. The work the revenue of the Colony had been largely increased. The Governor had been largely increased. The Governor had been largely increased.

All these votes were agreed to. Coming to the Surveyor's General Department, the Colonial Secretary suggested that consideration of it should be deferred. There was a very large increase, for which Mr. Price was not wholly responsible, as a great deal of it was transferred from another department.

The section was accordingly left over.

In the Postmaster General's Department the chief increase was for a steam launch. The Colonial Secretary explained that Mr. Trevelyan considered it absolutely necessary to have a steam launch for the department. They had only a rickety old boat which certainly was not sufficient. He explained that when the French mail came in the Post Office was dependent on the launch of Mr. Champeaux, who was always kind enough to help the department. It might, however, happen that Mr. Champeaux was detained on board with the Captain, and then the launch had to wait for him and thus a delay was caused.

Mr. Layton said the despatch of mails ought to be facilitated as much as possible. The vote was agreed to.

In the Registrar General's Department some explanation was given of the vote of \$120 for a mandarin teacher for passed cadets. The Colonial Secretary said it was absolutely necessary to employ the teacher. Two cadets were sent to Peking to study, and they had no opportunity of speaking the language, and unless they got assistance they would soon forget what they learned. He did not think any more would be sent to Peking.

Mr. Layton asked if the cadets studied Chinese. The Colonial Secretary said that both Mr. May and Mr. Smith studied Cantonese. With regard to Mr. May he said, in answer to a question, that he had not quite recovered, but that it was expected he would return. He had applied for two additional months' leave.

With regard to the Harbour Master's Department a discussion arose about the emigration office.

The Colonial Secretary said that the Governor was looking into the subject, and there would be legislation on it very soon. Mr. Bell Irving.—Send the new Cadet down.

The Colonial Secretary.—That is a good idea, and it would be a good training for him.

Mr. Layton said they must have some one there who understood Cantonese. The Colonial Secretary.—The emigration laws will have to be revised, and it has not yet been decided what share the Registrar General and the Harbour Office will take in the matter. If the work was all done in the Harbour Office it would be a good place for the passing of the emigrants. A steamer scarcely leaves from which three or four do not jump overboard. Complaints are coming from all quarters. These emigration houses will have to be strictly controlled. There was reason to suspect many were deceiving the people who were going out to the steamer.

The Attorney General said a number of the cases of alleged kidnapping were doubtful. Many were paid advances and were known to jump overboard although they knew well where they were going.

The Colonial Secretary referred to a case that was heard the other day, which showed that pigs could not have been treated worse than these so-called emigrants.

The Attorney General said there was a good deal of that, but his experience showed it was nothing like what it was presented. The Colonial Secretary alluded to the practice of 'necessaries' engaging first-class cabins and taking the girls as servants, thus avoiding the emigration law, and said that he had much to say about the practice that it had become necessary that no Chinese woman should leave the Colony without consent.

Some discussion arose on the vote for the Observatory as to the cost of the new telescope. Mr. Layton asked if anything had been done with the interpretation report.

The Colonial Secretary said that provision was being made by the Government for granting increased pay to the accountants with Chinese and for carrying out the provisions of the report.

A few other interesting items were considered a report of which will be given tomorrow.

## CORRESPONDENCE.

VILLAGE ROADS IN THE COLONY.  
To the Editor of the 'CHINA MAIL.'  
24th Oct. 1898.

Sir,—While reading the interesting sketches of 'Village Life in China' which are appearing in your paper, I could not help thinking that we were sorely in need of good roads at least in the matter of village roads, for our own are in a shameful condition and little better than those of China. I know that along the face of the hill a network of splendid roads has been constructed, that in fact wherever European business and European influence have been brought to bear on the Public Works Department, there is little to complain of in the way of roads. But quite otherwise with those parts of the Colony which are almost purely Chinese. Take Kowloon for example. A good road has been constructed where the few Europeans are built, but the roads worthy of the name exist elsewhere. The village of Hungshan, Yau-ma-tei, Mongkok, &c., are rapidly developing, but they are developing, not in virtue of the encouragement given to them, but in spite of the obstacles that are thrown in their way. There can be no doubt that the roads were made in the Kowloon peninsula were greatly accelerated, and that soon the money expended would be re-paid by land sales. The making of good roads would also tend to increase the tranquillity and the prosperity of the district. It is the fact that the recent cases of robbery on Kowloon would have been possible were the peninsula opened up by the construction of good roads. I think in the very near future, seeing the possibilities of commercial development and the advantages which Kowloon may offer in the way of health, it may become a question whether the sloping ranges must not give place to the march of industry. They are a great hindrance to the free communication between the villages. I have no doubt some other place might be got about as convenient for the 'shootists' as Kowloon.—Yours,

P. S.—Since writing the above I have been pointed out to me that the roads in the next year's estimates for 'Roads in Kowloon' have been put down at \$100,000. It is to be hoped that this money is to be spent—whether it is to go entirely to the European district or whether a portion will be devoted to village roads. I cannot see many signs of improving the roads in fact, quite the reverse. The foot-path which joined Hungshan to Tsim-tai-shan and Yau-ma-tei, had as it was, has now been made worse and almost rendered impracticable by a Chinese spy, having been allowed to cut a channel across it, with the result that at high water, foot-passengers and coolies with burdens must either wade through the water or break their legs scrambling up and down the walls of the ditch.

[Our Correspondent certainly has reason on his side. Unfortunately roads in this Colony always seem to come after the houses are built and traffic has been rendered a necessity. Even some of those in Kowloon now in European houses look more like a jungle than a road—witness the central road in Tsim-tai-shan. Concerning the sloping ranges, we believe that arrangements are in progress for setting up these empty spaces for building-lots; so that the enthusiastic 'shootists' may have to move on sooner than their correspondent supposes. The making of new roads everywhere in Hongkong is far too little attended to. The road now in course of construction in the Western District is about the only instance of foresight in this respect.—Ed. C.M.]

SAID DEATH OF THE LANDGRAVE OF HESSE.

We give below some particulars with regard to the strange disappearance of H. R. Prince Frederick William, Landgrave of Hesse, while on a voyage from Batavia to Singapore. We do not profess to determine whether the Prince committed suicide or not, but it is only right to say that the account of the Singapore Press was supplied from an official source and that naturally the facts are put in the best light possible. The Press says:—

We regret to learn of the disappearance of H. R. the Landgrave of Hesse during the voyage of the s.s. *Volga*, which was conveying the prince and his suite to Singapore, under circumstances that leave no room for doubt whatever as to the death of His Royal Highness. We are furnished with the subjoined details of this very sad occurrence. H. R. H., who had been for a long time travelling in the tropics, had in the course of his wanderings reached Java. While in Batavia he had suffered very much from the intense heat that has lately prevailed there. On this account it was thought best that he should leave Batavia, and he was proposed to go to Singapore, and thence either to Siam, in continuation of the plan of his travels, or, should he feel better, to proceed to Europe.

However, about the 11th and 12th October H. R. H. felt very much better, and H. R. H. thought it quite unnecessary as he felt so great improvement in his health. He was accordingly determined that the Landgrave and his suite should proceed to Singapore, and accordingly they left in the M. M. s.s. *Volga* upon the 13th instant. H. R. H. and his party being the only passengers on board. After dinner that evening H. R. H. was particularly bright and lively. He was seen to play with his friends and engaged in cheerful conversation with them and also with the officers of the ship. At 9 p.m. he said good-night, remarking, 'I shall sleep well.' This referred to the disturbed nights he had previously had when not so well, and his belief that he would this night be able to make up his lost sleep.

His cabin had been selected for him on that side of the vessel that would receive the refreshing breeze of the North-east monsoon. H. R. H. accordingly retired after having given his servant directions to remain in his cabin. The servant at that hour the servant came and made up his lost sleep.

The servant returned at a quarter to seven, but H. R. H. merely made a sign that he did not want to be disturbed. This was reported to Baron von Hago, who said that the servant had been in his cabin since 9 a.m. the standard head light, and later at a quarter to eleven the servant who was always on guard at the door of the cabin heard H. R. H. again coughing. Baron von Hago directed the servant to stay there till his Royal Highness called him at half-past eleven. Baron von Hago asked the servant if H. R. H. was still asleep, but the latter replied that he did not know, but that H. R. H. had not yet called him. The Baron then directed him to enter the cabin quietly and see if H. R. H. was still asleep. It was not singular that he should sleep so long, as he often did that, especially when he was in the tropics. The servant immediately exclaimed 'The bed is empty!' Baron von Hago at once entered and found that this was true. Although the servant had not left his post a search was at once instituted throughout the ship, but without finding the least trace of the Landgrave. The only possible conclusion which could be come to was that he had overcome by some sudden mental disturbance, H. R. H. had, quite unconscious of what he was doing, gone through the port of his cabin, and had dropped into the sea. He could not possibly have fallen into the sea, as the passage was so narrow that a person could only pass through by dint of some exertion. The idea of promiscuity is entirely without foundation. All H. R. H.'s plans of travel were laid and he took of these in pleasant anticipation. He was looking forward to visiting Siam and making the acquaintance of the King and seeing as much of the country as possible. Next it was proposed to proceed to Mexico and South America, that being the only portion of the world H. R. H. had not yet seen. There was personal or private reason which would admit of his likelihood of his health and his own life.

He was quite happy and free from care, and was one of the wealthiest men in Germany. Physically however he was not strong, and the heat of the tropics had been to him very oppressive. It may be mentioned that owing to the extreme vagaries as to the time when he would return, the strong currents crossing the ship's course it was deemed hopeless to return in search, especially as darkness would have come on before any proper search could be made over the many miles of sea traversed between the time H. R. H. was last heard of in his cabin and the time when search for him was begun. The only possible conclusion which could be come to was that he had overcome by some sudden mental disturbance, H. R. H. had, quite unconscious of what he was doing, gone through the port of his cabin, and had dropped into the sea. He could not possibly have fallen into the sea, as the passage was so narrow that a person could only pass through by dint of some exertion. The idea of promiscuity is entirely without foundation. All H. R. H.'s plans of travel were laid and he took of these in pleasant anticipation. He was looking forward to visiting Siam and making the acquaintance of the King and seeing as much of the country as possible. Next it was proposed to proceed to Mexico and South America, that being the only portion of the world H. R. H. had not yet seen. There was personal or private reason which would admit of his likelihood of his health and his own life.

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## Intimations.

## DENTISTRY.

FIRST CLASS WORKMANSHIP.  
MODERATE FEES.

**MR. WONG TAI-FONG,**  
Surgeon-Dentist.  
(Formerly of the late Mr. Rogers' Office, and  
Lately Assistant to Dr. Rogers.)

At the urgent request of his European  
and American patients and friends,  
has TAKEN THE OFFICE formerly oc-  
cupied by Dr. Rogers,  
No. 2, DUDDELL STREET.

## CONSULTATION FREE.

Discount to missionaries and families.  
Solo Address.

2, DUDDELL STREET,  
(Next to the New Oriental Bank.)  
Hongkong, January 12, 1888.

## HONGKONG RIFLE ASSOCIATION.

## PROGRAMME OF THE SIXTH RIFLE MEETING.

TO BE  
HELD AT KOWLOON,  
ON  
FRIDAY, NOVEMBER 9th,  
and  
SATURDAY, NOVEMBER 10th, 1888.

## AGGREGATE VALUE OF PRIZES.

Competitions open to All-comers.

1. ALL-COMERS.—1st Stage, distance 200  
yards. 2nd Stage, distance 300 yards. No.  
of shots, seven at each. Entrance fee, 30  
cents at each. Unlimited entries, but com-  
petitors not allowed to take more than one  
prize at each distance. 20 prizes, pre-  
sented by the Association, aggregate value,  
\$122.00.

2. ANV RIFLE.—Distance, 800 yards. No.  
of shots, ten. Entrance fee, \$1.00. Two  
prizes.

3. ASSOCIATION.—For ANV RIFLE.—Dis-  
tance, 800 yards. No. of shots, ten. En-  
trance fee, \$1.00. Two prizes.

4. CADER'S PRIZE.—Presented.—Open to  
pupils of Hongkong Public Schools under  
16 years of age. Rifle, Rock Rifle under  
40 Cal. Distance, about 150 yards. No. of  
shots, 7 and one sighting shot. Four  
prizes.

Competitions open to Members.

5. PRESIDENT'S.—Distance, 300 yards.  
No. of shots, seven. Entrance fee, \$1.00.  
Three prizes.

6. QUEEN'S 1st STAGE.—Distance, 200,  
500 and 600 yards. No. of shots, seven at  
each. Entrance fee, \$1.00. Three prizes.

7. QUEEN'S 2nd STAGE.—Distance, 500  
and 600 yards. No. of shots, ten at 500  
yards, fifteen at 600 yards. Two prizes.

8. QUEEN'S 3rd STAGE.—Distance, 800  
and 900 yards. No. of shots, ten at each.  
Entrance fee, \$1.00. Two prizes.

9. LADIES.—Open to Lady Members or  
their nominees. Distance, 300 yards. No.  
of shots, seven. Entrance fee, none. Five  
prizes.

Aggregates open to All-comers.

10. VOLUNTARY AGGREGATE.—Restricted  
to efficient Volunteers, whose respective  
scores in the 'All-comers' make up the  
highest aggregate. Entrance fee, \$1.00.  
Three prizes.

11. CIVIL SERVICE AGGREGATE.—Re-  
stricted to members of the Civil Service  
whose respective scores in the 'All-comers'  
make up the highest aggregate. Entrance  
fee, \$1.00. Three prizes.

12. POLICE AGGREGATE.—Restricted to  
members of the Police Force whose re-  
spective scores in the 'All-comers' make up  
the highest aggregate. Entrance fee, \$1.00.  
Four prizes.

13. ALL-COMERS AGGREGATES.—For com-  
petitors whose respective scores in the two  
stages in the 'All-comers' make up the  
highest aggregate. Entrance fee, \$1.00.  
Three prizes.

14. LONG RANGE AGGREGATE.—For com-  
petitors whose respective scores in the  
'Any Rifle' and 'Association' make up  
the highest aggregate. Entrance fee,  
\$1.00. Two prizes.

Aggregates open to Members.

15. FAREWELL CUP.—Silver cup present-  
ed by the Civilian Members of the Hong-  
kong Rifle Association. Open to the  
Officers of the 68th Regt., and to be won by  
the highest aggregate score made in the 1st  
Stage Queen's. Entrance fee, none.

16. NURSERY AGGREGATE.—Restricted to  
competitors who have never won a First or  
Second prize at any previous prize meeting  
in Hongkong, and whose respective scores  
at 200 and 500 yards in the Queen's 1st  
Stage make up the highest aggregate.  
Entrance fee, \$1.00. Two prizes.

17. HANDBALL AGGREGATE.—For com-  
petitors whose respective scores (with month-  
ly challenge cup points added) at 200 and  
500 yards in the Queen's 1st Stage make  
up the highest aggregate. Entrance fee,  
\$1.00. Two prizes.

18. QUEEN'S AGGREGATE.—For com-  
petitors whose respective scores in the  
'Queen's three stages' make up the highest  
aggregate. 1st Stages 200, 500 and 600  
yards. 2nd Stages 500 and 600 yards. 3rd  
Stages 800 and 900 yards. 1st Prize, Silver  
Cup presented, value \$100. 9 money  
prizes.

And in connection with the above, 3  
Extra Money Prizes for aggregates in 1st,  
2nd, and 3rd stages.

Also, A March Rifle with 300 rounds of  
ammunition, presented, for the competitor  
whose scores in 'All-comers,' 'President's,'  
and 'First' and 'Second Stages' make up  
the highest aggregate. Winner of Cup ex-  
cluded from taking this prize. Entrance  
fee, \$2.00.

SWEEPSTAKES at Running Man and  
Vanishing Target. Open to all-comers  
during the meeting. Any Rifle.

Pools at 200, 500 yards and Sargent.  
Open to all comers, M.H. Billo or Carbine.

Conditions etc.

1. To avoid delay, intending competitors  
are strongly advised to enter and obtain  
tickets for the various competitions before  
the date of the meeting. Application to  
be made to the Hon. Secretary, Hongkong  
Club.

2. Past entries will be accepted on the  
ground.

Sights. Paper or sliding wind-gauges  
on above, not allowed.

Persons wishing to join the H.R. As-  
sociation should send their names, with that  
of proposer and second, to the Hon.  
Secretary not later than Thursday, noon,  
8th November.

Entrance fee \$5.00. Ladies \$1.00.

The above programme subject to altera-  
tion. Prizes will be issued in the  
course of two or three weeks.

A SHELTON HOOPEE,  
Hon. Secretary,  
HONGKONG CLUB.

Hongkong, October 6, 1888.

## WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use  
of Ladies and Gentlemen, can now  
be had at this Office.—Price, \$1 each.

CHINA MAIL OFFICE.

## Intimations.

## BOARD AND RESIDENCE.

FOR SINGLE GENTLEMEN.  
A PRIVATE SITTING ROOM.

Mrs. KJELLER,  
Proprietress.

Hongkong, September 26, 1888. 1602

## SUMMER TIME TABLE.

## THE KOWLOON FERRY.

## STEAM LAUNCH

## MORNING STAR

RUNS DAILY as a FERRY BOAT between  
Poddar's Wharf and Tsim-Tsa-Tai at the  
following hours:—This Time Table will  
take effect from the 1st JUNE, 1888.

## LEAVES KOWLOON. LEAVES HONGKONG.

6.00 a.m. 6.30 a.m.  
6.45 " 7.00 "  
7.30 " 7.45 "  
8.00 " 8.15 "  
8.45 " 9.00 "  
9.15 " 9.30 "  
9.45 " 10.00 "  
10.15 " 10.30 "  
10.45 " 11.00 "  
11.15 " 11.30 "  
11.45 " 12.00 "  
12.15 p.m. 12.30 p.m.  
12.45 " 1.00 "  
1.30 " 1.45 "  
2.15 " 2.30 "  
2.45 " 3.00 "  
3.15 " 3.30 "  
3.45 " 4.00 "  
4.15 " 4.30 "  
4.45 " 5.00 "  
5.15 " 5.30 "  
5.45 " 6.00 "  
6.15 " 6.30 "  
6.45 " 7.00 "

\* There will be no launch on Monday  
and Friday, on account of coaling.

The above Time Table will be strictly  
adhered to, except under unavoidable cir-  
cumstances. In case of stress of weather,  
the notice will be given of any stoppages.

## Insurance.

## THE LONDON ASSURANCE CORPORATION.

INCORPORATED BY ROYAL CHARTER A.D.  
1720.

THE Undersigned having been appointed  
AGENTS for the MARINE DEPART-  
MENT, are prepared to issue POLICIES of  
INSURANCE at Current Rates, Payable  
either here or in London and (or) the Prin-  
cipal Eastern and Australian Ports.

ARNHOLD, KARBURG & Co.,  
Agents for  
THE LONDON ASSURANCE CORPORATION,  
Marine Branch.

Hongkong, October 20, 1888. 1766

## NORTH BRITISH &amp; MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above  
Company, are authorized to insure  
against FIRE at Current Rates.

GILMAN & Co.,  
Agents.

Hongkong, January 1, 1882. 14

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF  
His Majesty King George The First,  
A.D. 1720.

THE Undersigned having been appointed  
AGENTS for the above Corporation are  
prepared to grant Insurances as follows:—

## Fire Department.

Policies issued for long or short periods at  
current rates.

## Life Department.

Policies issued for sums not exceeding  
£5,000 at reduced rates.

BOULDAY, WISE & Co  
Hongkong, October 19, 1888. 1760

## QUEEN FIRE INSURANCE COM- PANY.

THE Undersigned, AGENTS for the above  
Company, are prepared to ACCEPT  
RISKS AGAINST FIRE at Current Rates.

NORTH & Co.,  
Agents.

Hongkong, July 15, 1887. 1340

## Mails.

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF  
RIO DE JANEIRO will be despatched  
for San Francisco via Yokohama, on  
SATURDAY, the 27th October, at 3 p.m.,  
taking Passengers and Freight for Japan,  
the United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States, via Over-  
land Railway, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America, by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To San Francisco ... \$300.00  
To San Francisco and return ... 350.00  
To San Francisco and return, ... 350.00  
available for 6 months ... 350.00  
To Liverpool ... 325.00  
To London ... 330.00  
To other European points at proportionate  
rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service,  
and the Imperial Chinese Customs, to be  
obtained on application.

Passengers, who have paid full fare, re-  
turning at San Francisco for China or  
Japan (or vice versa) within one year will be  
allowed a discount of 10%. This allowance  
does not apply to through fares from China  
and Japan to Europe.

Company's Invoices to accompany Cargo  
destined to points beyond San Francisco,  
in the United States, should be sent to the  
Company's Office, addressed to the Collec-  
tor of Customs, San Francisco.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 60A, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, October 17, 1888. 1730

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:—

HELVET, German steamer, Capt. Dethlefsen.  
—Siemens & Co.

ITON, French barque, Capt. E. Rogier.  
—Melchers & Co.

MONTARA, German schooner, Captain O.  
Kessler. —Siemens & Co.

NERUDA, British steamer, Capt. Thos.  
E. Gillett. —Jardine, Matheson & Co.

Hongkong, October 6, 1888. 1670

## Mails.

## NORDEUTSCHER LLOYD.

## NOTICE.

## STEAM FOR

SINGAPORE, COLOMBO, ADEN,  
SUZ, PORT SAID,

BRINDISI, GENOA, ANTWERP,  
BREMER & HAMBURG,

PORTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS;

ALSO,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
SALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

ON SUNDAY, the 28th day of October,  
1888, 10 a.m., at the Company's  
Steamship NECKAR, Capt. H. SIEBER  
with MALES, PASSENGERS, SPECIE,  
and CARGO will leave this port as above,  
calling at Genoa.

Shipping Orders will be granted till  
noon, Cargo will be received on board  
until 4 p.m., Specie and Parcels until 3  
p.m. on the 27th October a.c. (Parcels  
are not to be sent on board; they must be  
left at the Agency's Office.) Contents and  
Value of Packages are required.

The Steamer has ample accommodation  
and carries a Doctor and Stewards.

For further Particulars, apply to  
MELCHERS & Co.,  
Agents.

Hongkong, October 1, 1888. 1637

## NOTICE.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS POSTE FRANCAIS.

## STEAM FOR

SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY,  
MADRAS, CALCUTTA, ADEN, SUZ,  
PORT SAID,

MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, AND PORTS  
OF BRAZIL, AND LA PLATA;

ALSO  
LONDON, HAVRE, BORDEAUX,  
DUNKIRK AND ANTWERP.

ON WEDNESDAY, the 31st October,  
at noon, the Company's Steam-  
ship DEMAN, Commandant VAQUIER,  
with MALES, PASSENGERS, SPECIE,  
and CARGO, will leave this port for the  
above places.

Cargo and Specie will be received for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted until  
noon.

Cargo will be received on board until 4  
p.m., Specie and Parcels until 3 p.m., on  
the 30th October, 1888. (Parcels are not  
to be sent on board; they must be left at  
the Agency's Office.)

Contents and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, October 18, 1888. 1766

## Occidental &amp; Oriental Steam-Ship Company.

## TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

THE Steamship GALLIO will be  
despatched for San Francisco, via  
Yokohama, on WEDNESDAY, the 7th  
November, at 3 p.m.

Connection being made at Yokohama  
with Steamers from Shanghai and Japan  
all Parcel Packages should be marked to  
address in full; and same will be received  
at the Company's Office, until 5 p.m. the  
day previous to sailing.

First-class Fares granted as follows:—  
To San Francisco ... \$300.00  
To San Francisco and return ... 350.00  
To San Francisco and return, ... 350.00  
available for 6 months ... 350.00  
To Liverpool ... 325.00  
To London ... 330.00  
To other European points at proportionate  
rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service,  
and the Imperial Chinese Customs, to be  
obtained on application.

Passengers, who have paid full fare, re-  
turning at San Francisco for China or  
Japan (or vice versa) within one year will be  
allowed a discount of 10%. This allowance  
does not apply to through fares from China  
and Japan to Europe.

Company's Invoices to accompany Cargo  
destined to points beyond San Francisco,  
in the United States, should be sent to the  
Company's Office, addressed to the Collec-  
tor of Customs, San Francisco.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 60A, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, October 17, 1888. 1730

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:—

HELVET, German steamer, Capt. Dethlefsen.  
—Siemens & Co.

ITON, French barque, Capt. E. Rogier.  
—Melchers & Co.

MONTARA, German schooner, Captain O.  
Kessler. —Siemens & Co.

NERUDA, British steamer, Capt. Thos.  
E. Gillett. —Jardine, Matheson & Co.

Hongkong, October 6, 1888. 1670

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at  
Green Island. Vessels near the Hongkong shore are marked h., then the Kowloon shore h., and those in the body of the  
Harbour h.

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to Jardine's Wharf.  
3. From Jardine's Wharf to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to the Naval Wharf.  
6. From Poddar's Wharf to the Naval Wharf.  
7. From Naval Wharf to Blue Buildings.  
8. From Blue Buildings to East Point.  
9. From East Point to North Point.  
10. From North Point to Kowloon Wharves.  
11. Jardine's Wharf.

Vessel's Name.	Anchor No.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Albany	5	C. Fowler	Brit.	str.	2069	Oct. 14	Adamson, Bell & Co.	Vancouver (B.C.)
Ancona	3	C. Webb	Brit.	str.	3142	Oct. 21	P. & O. S. N. Co.	Yokohama
Angers	5	C. Pinkham	Brit.	str.	2077	Oct. 24	Adamson, Bell & Co.	
Angara	5	C. Hohlmann	Brit.	str.	1340	Oct. 15	Order	Sourabaya
City of Rio de Janeiro	5	C. Ward	Amer.	str.	3584	Oct. 19	F. M. S. S. Co.	San Francisco
Dentona	5	C. Iwerson	Ger.	str.	1197	Oct. 24	Ed. Schellhaas & Co.	
Falsholm	4	C. Ger.	str.	988	Oct. 11	Melchers & Co.		
Fooksang	3	C. Saver	Brit.	str.	990	Oct. 13	Jardine, Matheson & Co.	
Glenorchy	5	C. Scotland	Brit.	str.	1264	Oct. 24	Jardine, Matheson & Co.	Sydney, &c.
Chace	5	C. Gedgo	Brit.	str.	1821	Oct. 22	Jardine, Matheson & Co.	Shanghai
Hatun	5	C. Ashton	Brit.	str.	1182	Oct. 23	Douglas Steamship Co.	Coast Ports
Hector	5	C. Batt.	Brit.	str.	1689	Oct. 23	Butterfield & Swire	London
Independent	3	C. Schafer	Ger.	str.	871	Oct. 23	Wielor & Co.	
Jongnan	5	C. Mossmann	Ger.	str.	780	Oct. 23	Wielor & Co.	
Kobe Maru	5	C. Haswell	Japan.	str.	2700	Oct. 21	Mitsui Busan Kaisha	Yokohama
Kutaang	5	C. Stessar	Brit.	str.	1495	Oct. 24	Jardine, Matheson & Co.	Yokohama
Laertes	5	C. Scalo	Brit.	str.	1391	Oct. 23	Butterfield & Swire	Hatoh, &c.
Melita	2	C. Morck	Ger.	str.	339	Oct. 30	Wielor & Co.	K'loon Dock
Namon	5	C. Pocock	Brit.	str.	826	Oct. 17	Douglas Steamship Co.	
Nestor	5	C. Thompson	Brit.	str.	1269	Oct. 24	Butterfield & Swire	
Palamed	5	C. Jackson	Brit.	str.	1530	Oct. 24	Butterfield & Swire	
Pha Chem Kiao	5	C. Brit.	str.	1012	Oct. 19	Yuen Fat Hong		
Phu Quoc	3	C. Robin	Foh.	str.	234	Oct. 13	Chinese	
Pilot Fish	3	C. Stopani	Brit.	tug.	161	Sept. 27	H. K. & W. Dock Co.	
Vasyana	4	C. Ajubita	Span.	str.	406	Oct. 8	Chinese	
Westmeath	3	C. Stonehouse	Brit.	str.	1876	Oct. 24	Order	